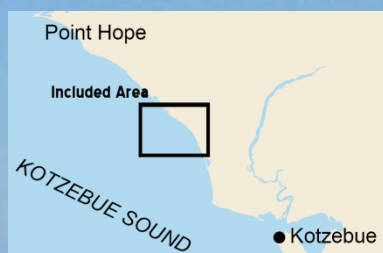


# BookletChart™

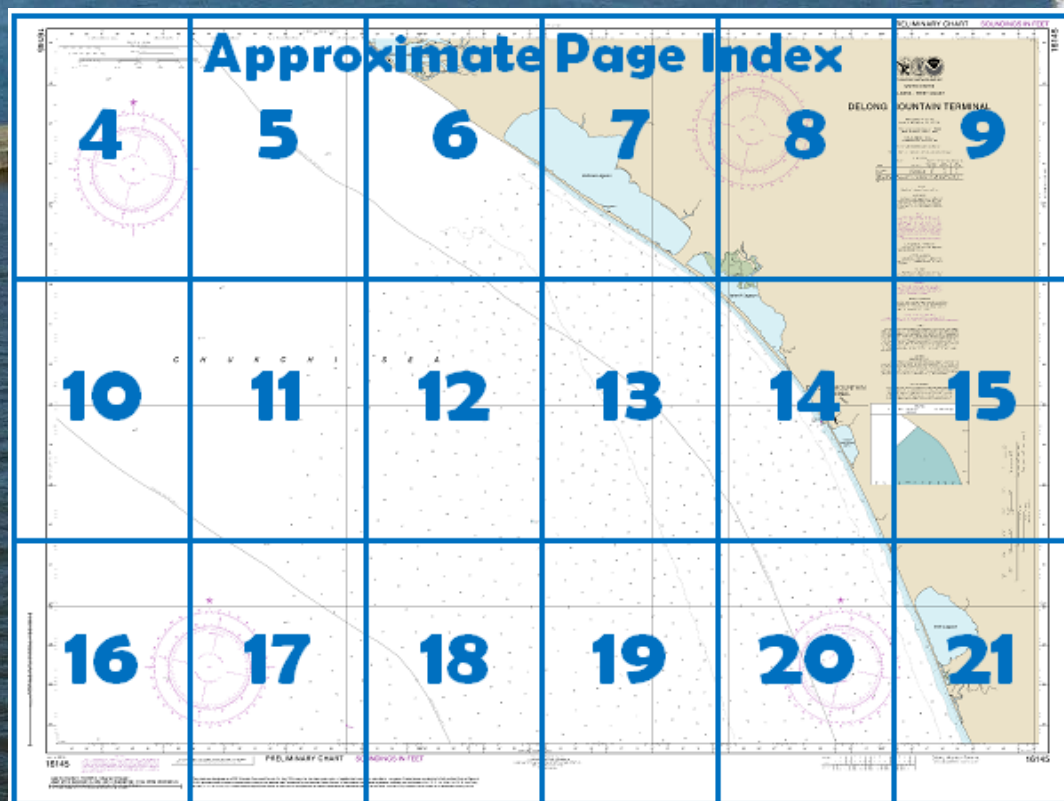
## Delong Mountain Terminal NOAA Chart 16145



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

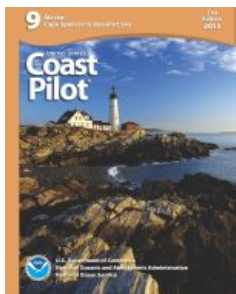
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at [http://www.nauticalcharts.noaa.gov/nsd/coastpilot\\_w.php?book=9](http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=9).



#### (Selected Excerpts from Coast Pilot)

The Arctic coast is mostly low, especially to the N of **Cape Lisburne**. The principal landing places are **Kotzebue** and **Barrow**. All waters of the **Chukchi Sea** and **Kotzebue Sound** inside a line extending from **Cape Prince of Wales** three miles due west (270° true) to a point approximately 65°38' north latitude, 168°15' west longitude; then due north (0° true) to a point approximately 66°27'

north latitude, 168°15' west longitude; then 59° true to a point approximately 66°45' north latitude, 167°02' west longitude; then due east (90° true) to a point approximately 12 miles off the coast of **Cape Espenberg** at the intersection with a line drawn from Cape Espenberg to **Cape Krusenstern**, approximate position 66°45' north latitude, 163°40' west longitude; then to Cape Krusenstern; then to **Point Hope**; Kotzebue

Sound, at the NE end of Seward Peninsula, is entered between Cape Espenberg and Cape Krusenstern, 33 miles to the N; depths are 6 to 9 fathoms throughout most of the sound.

The 30-mile W side of **Kotzebue Sound** from Cape Espenberg S is relatively shallow, with depths of 3 fathoms as far as 5 miles from shore; the land on this side is mostly low but a small hill is conspicuous about halfway between the cape and the S shore.

The 45-mile S shore of Kotzebue Sound proper is higher, rockier, and bolder than the W shore; inshore depths too are greater, with 4 and 5 fathoms quite close to the promontories. **Cape Deceit Light** (66°05'57"N., 162°45'02"W.), 200 feet (61.0 m) above the water, is shown seasonally from a skeleton tower with a red and white diamond-shaped daymark on the extremity of Cape Deceit, which is halfway along the S shore.

About 38 miles NNW of Cape Krusenstern is the Cominco-**Red Dog Mine** port site and loading facility. A large red, white, and blue building with a dark blue roof depicting an Alaska State flag is predominant and visible well off-shore. Large bulk carriers anchor approximately 4 miles S of the facility and have their loads barged out to them. The pier (67°34'24"N., 164°03'59"W.) is public but space is limited. The mining camp maintains telephone and radiotelephone communications year round; telephone 907-645-2184. Air service is available. Two lights, loading facility lights, and mooring buoys mark the site. Local knowledge is advised in approaching the area; pilots can be reached on VHF-FM channel 7A.

About 42 miles NNW of **Cape Krusenstern** is the inlet to a lagoon that extends another 8 miles NW behind the barrier beach that separates it from the ocean. Kivalina, on the barrier beach N of the inlet, has a prominent landmark of a brown building with large erosion mitigation sandbags. The village has a school, a volunteer search and rescue organization (VHF-FM channel 16), a store, and a telecommunications center on VHF-FM channel 68. Small-craft anchorage is available along the inner side of the village where the channel bears in close to shore. Shifting shoals extend as much as 0.3 mile from either side of the inlet, and entrance should not be attempted without local pilotage. Mariners transiting the area are requested to contact the Kivalina telecom center on VHF-FM channel 68 for information on whaling activities. Severe fall storms have caused storm surges large enough to warrant the evacuation of the town, anchorage off Kivalina offers no protection from these storms.

Deep-draft vessels approach Kotzebue as closely as possible and lighter their freight ashore. The usual anchorage for deep-draft vessels is in depths of 5 to 6 fathoms 3 to 6 miles SW of Cape Blossom; protection is afforded from N and E winds. The trip by small boat from the anchorage to Kotzebue is about 15 miles and over many sandbars that are constantly shifting; local pilotage is advised.

In 1967, a merchantman reported anchoring about 10 miles W of Kotzebue on the following bearings: Kotzebue aero radiobeacon tower, marked with a fixed red light and an alternating flashing green and white light, 078°; microwave "horns" or antennae, in about 66°50'N., 162°32'W., 094°; Cape Blossom, 121°; **Igichuk Hills**, 000°; and the left tangent of Cape Krusenstern (false cape), 325°. Caution is advised as vessels in this anchorage may be subject to ice damage during W winds.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

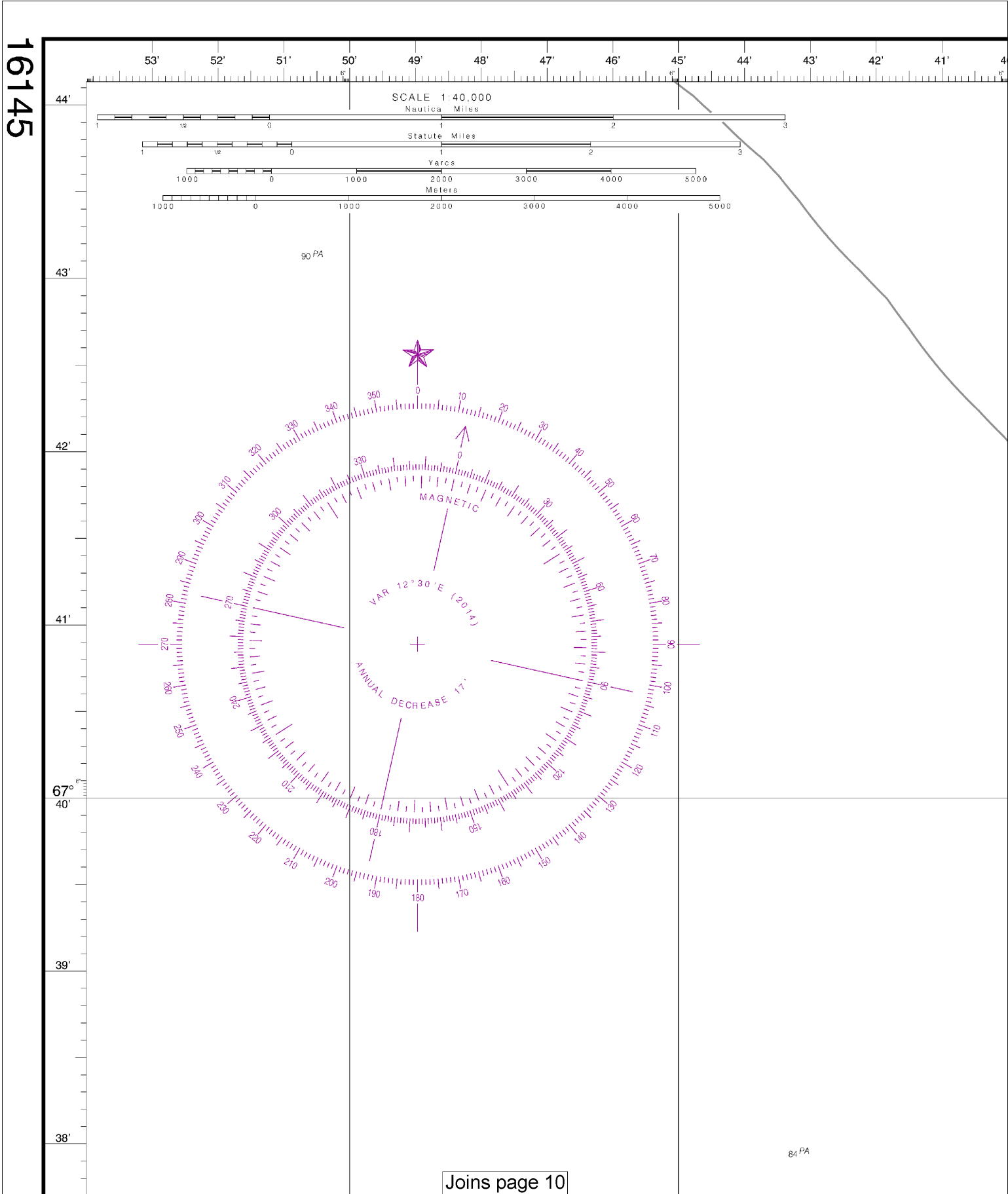
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

16145



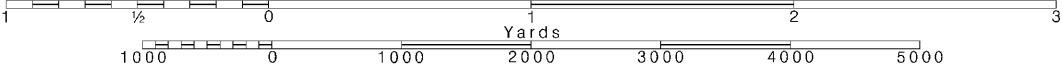
4

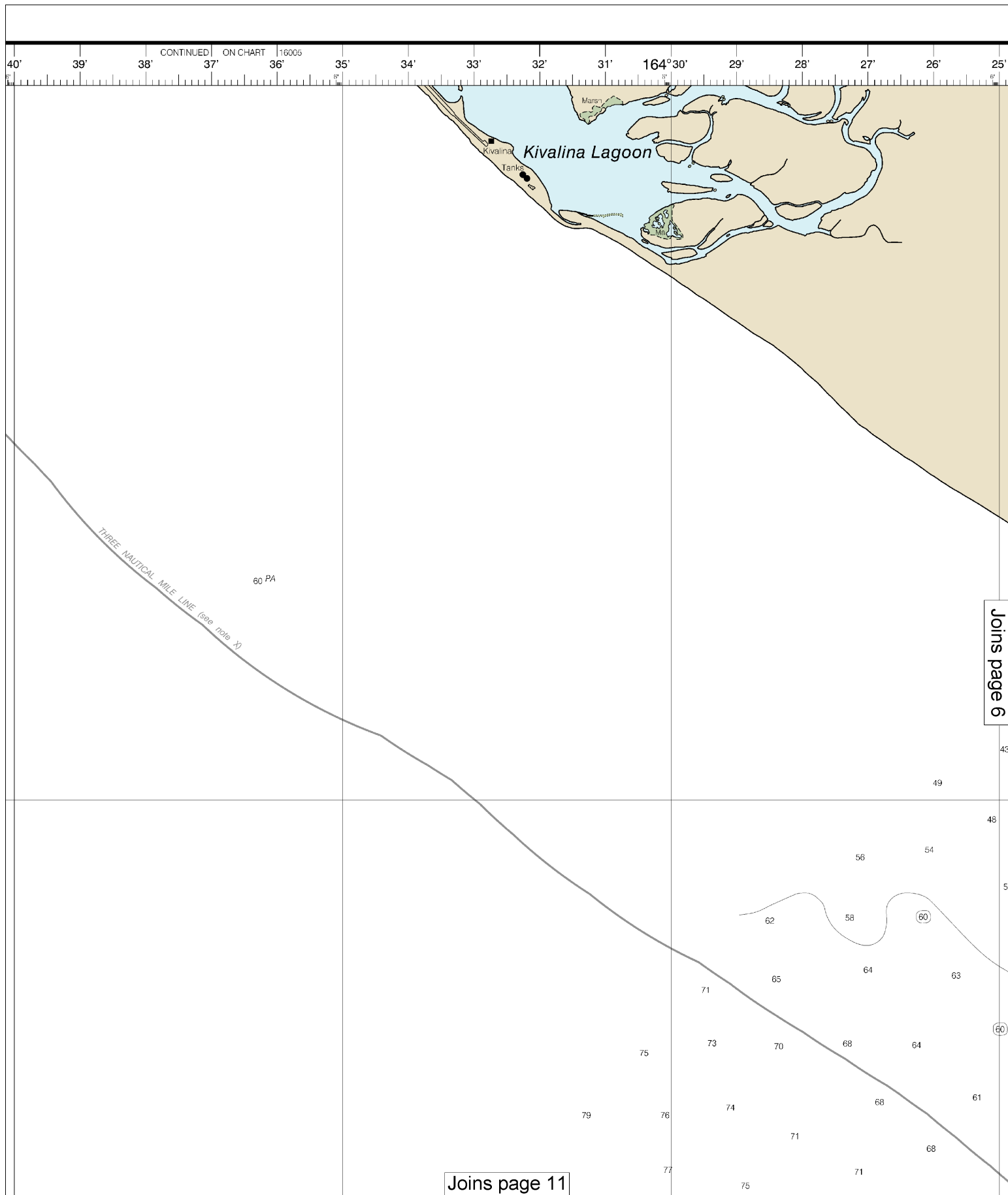
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

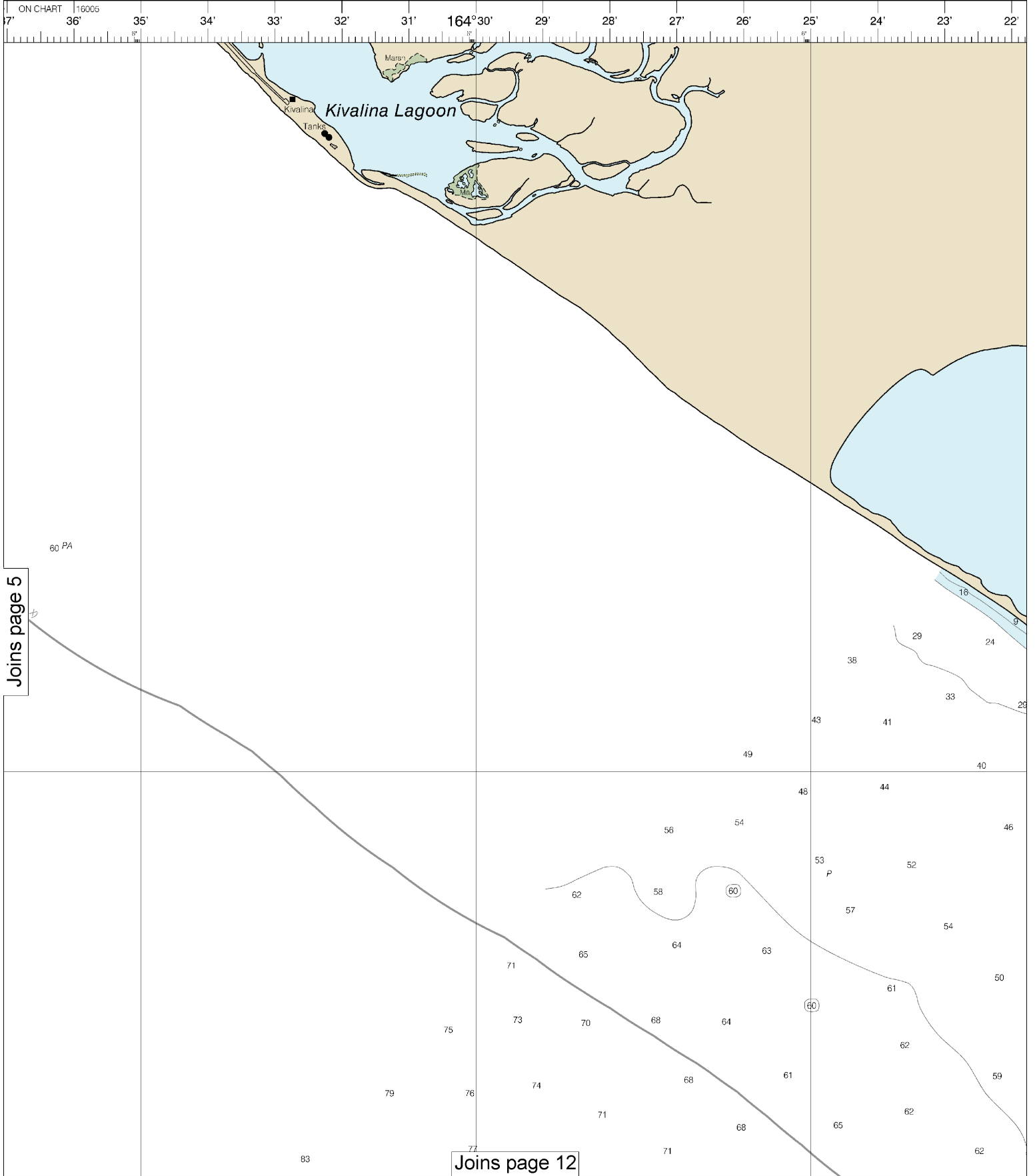
See Note on page 5.

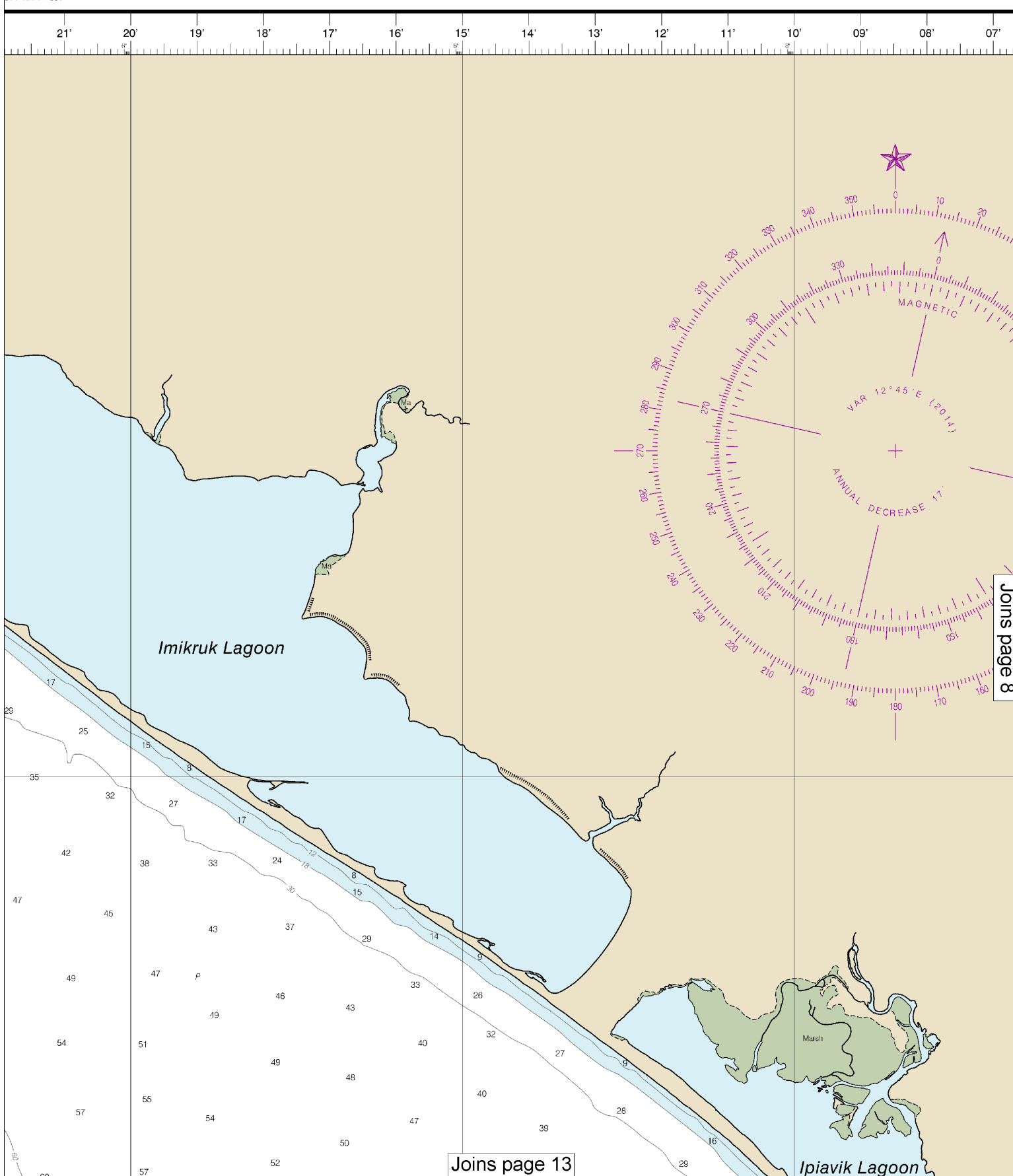




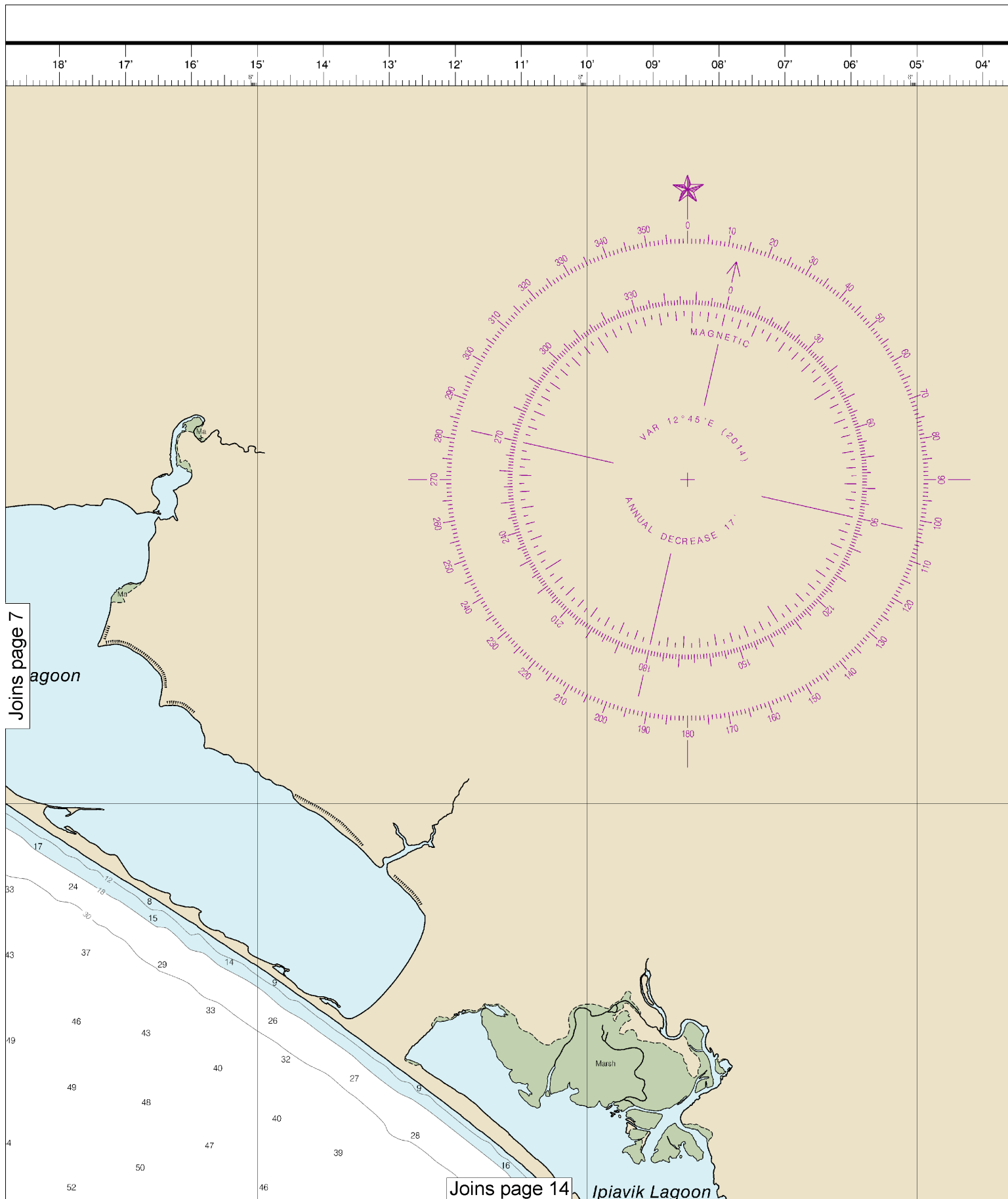
This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:53333. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.







Last Correction: 7/2/2014. Cleared through:  
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)







THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - WEST COAST

## DELONG MOUNTAIN TERMINAL

Mercator Projection  
Scale 1:40,000 at Lat. 67°36'World Geodetic System 1984  
(North American Datum of 1983)SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Red Dog Dock	(67°35'N/164°04'W)	0.9 feet	0.8 feet	0.1 feet
Kivalina	(67°44'N/164°36'W)	0.9	0.8	0.1

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

(Jun 2014)

## HEIGHTS

Heights in feet above Mean High Water.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U. S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

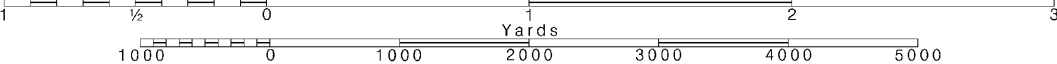
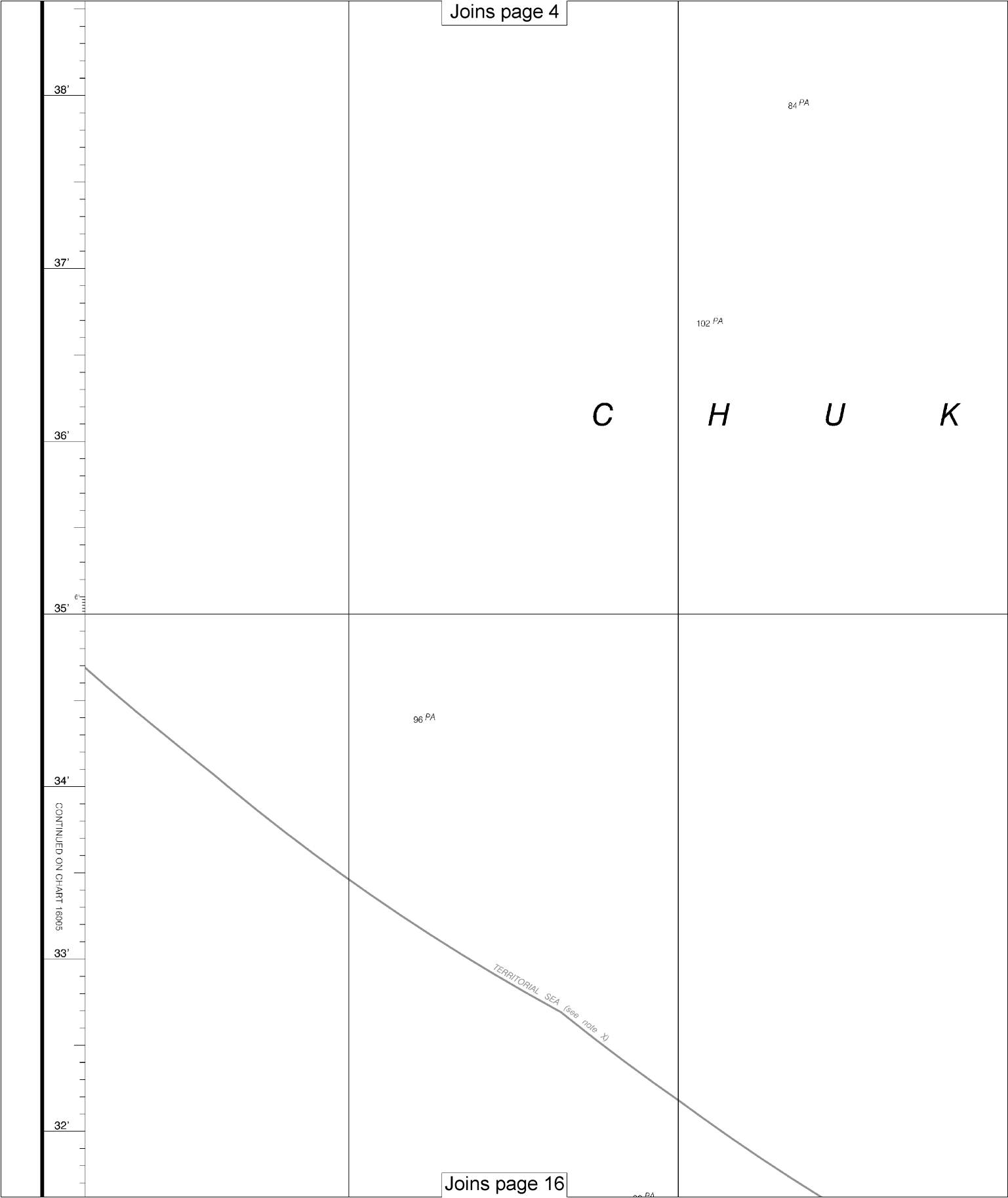
Joins page 15

CONTINUED ON CHART 16005

67° 40'

39'

38'



*C*

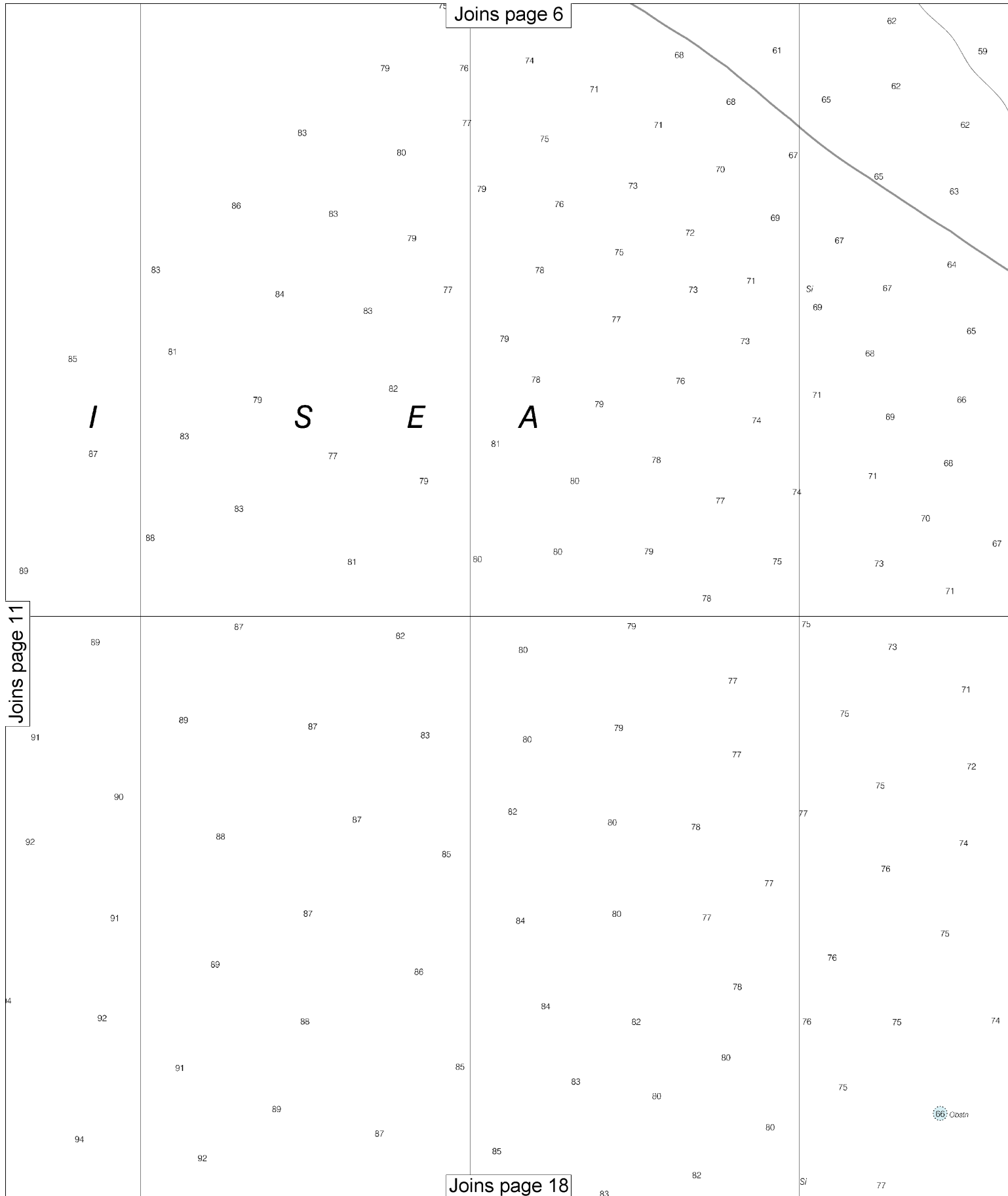
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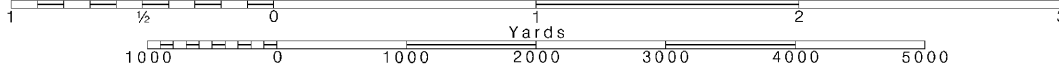
12

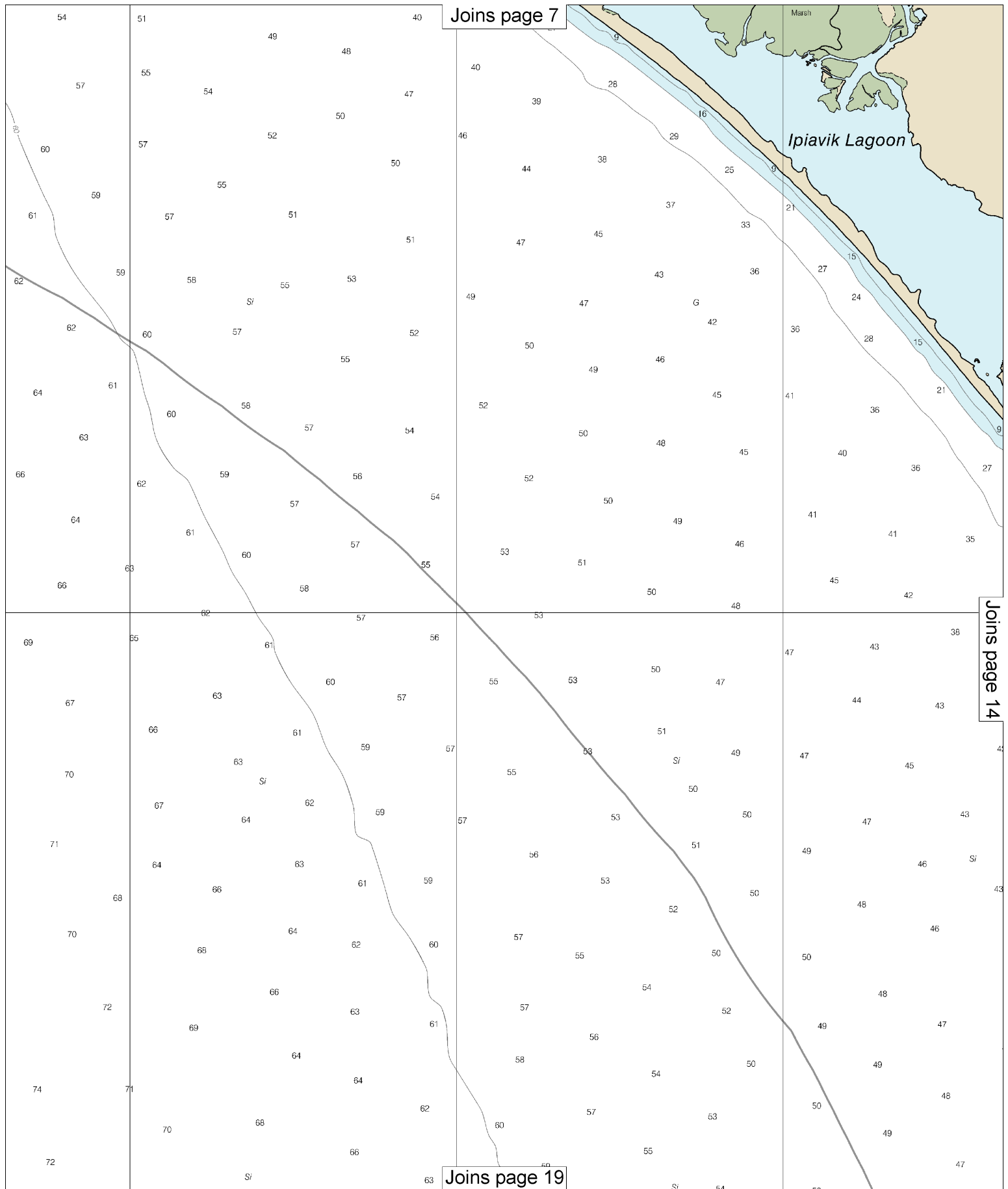
Note: Chart grid lines are aligned with true north.

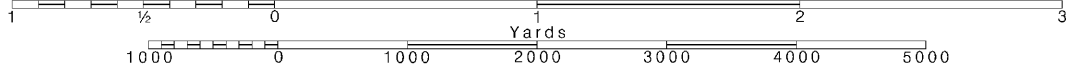
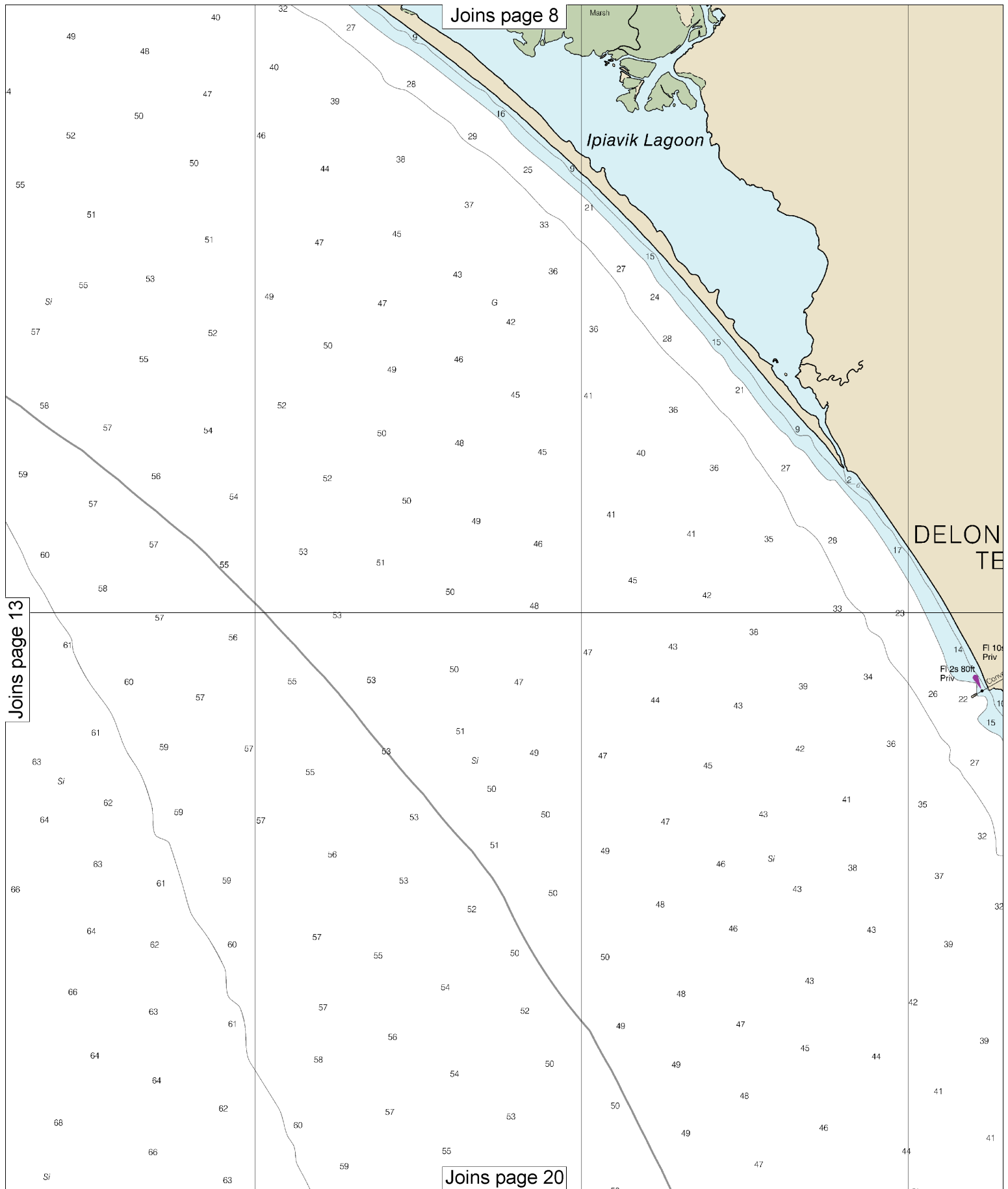
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.









**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

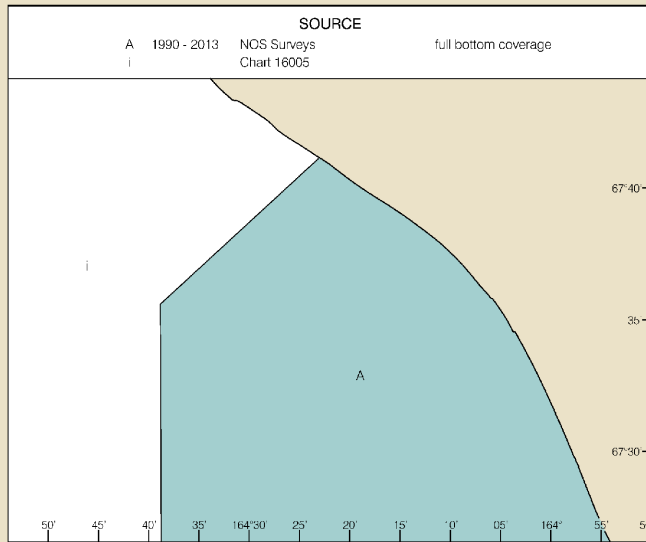
**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

COLREGS, 80.1705 (see note A)  
International Regulations for Preventing Collisions at Sea, 1972  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

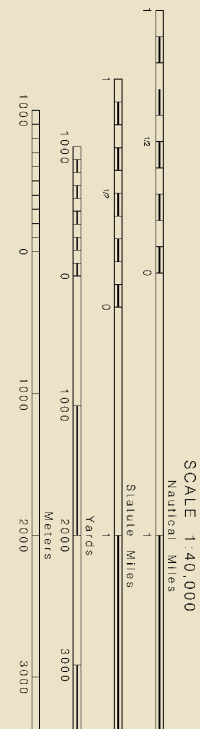
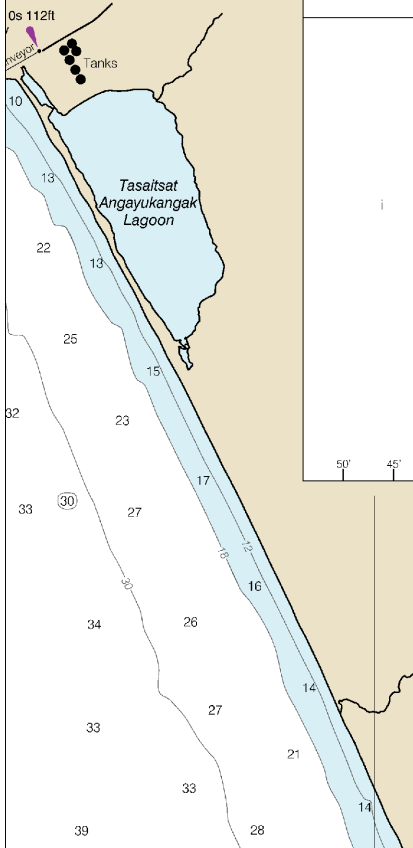
**NOTE X**  
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

**WARNING**  
**PRELIMINARY CHART**  
The soundings in the area outlined in the Source Diagram as derived from chart 16005 are considered to be of marginal quality for modern charts. Continuous bottom profiles were not taken between soundings, and spacing between soundings is wide enough to allow hazards to remain undetected. Navigators should use caution in this area and report discrepancies or hazards to the Director, Office of Coast Survey, (N/CS), National Ocean Service, NOAA, Silver Spring, Maryland 20910.

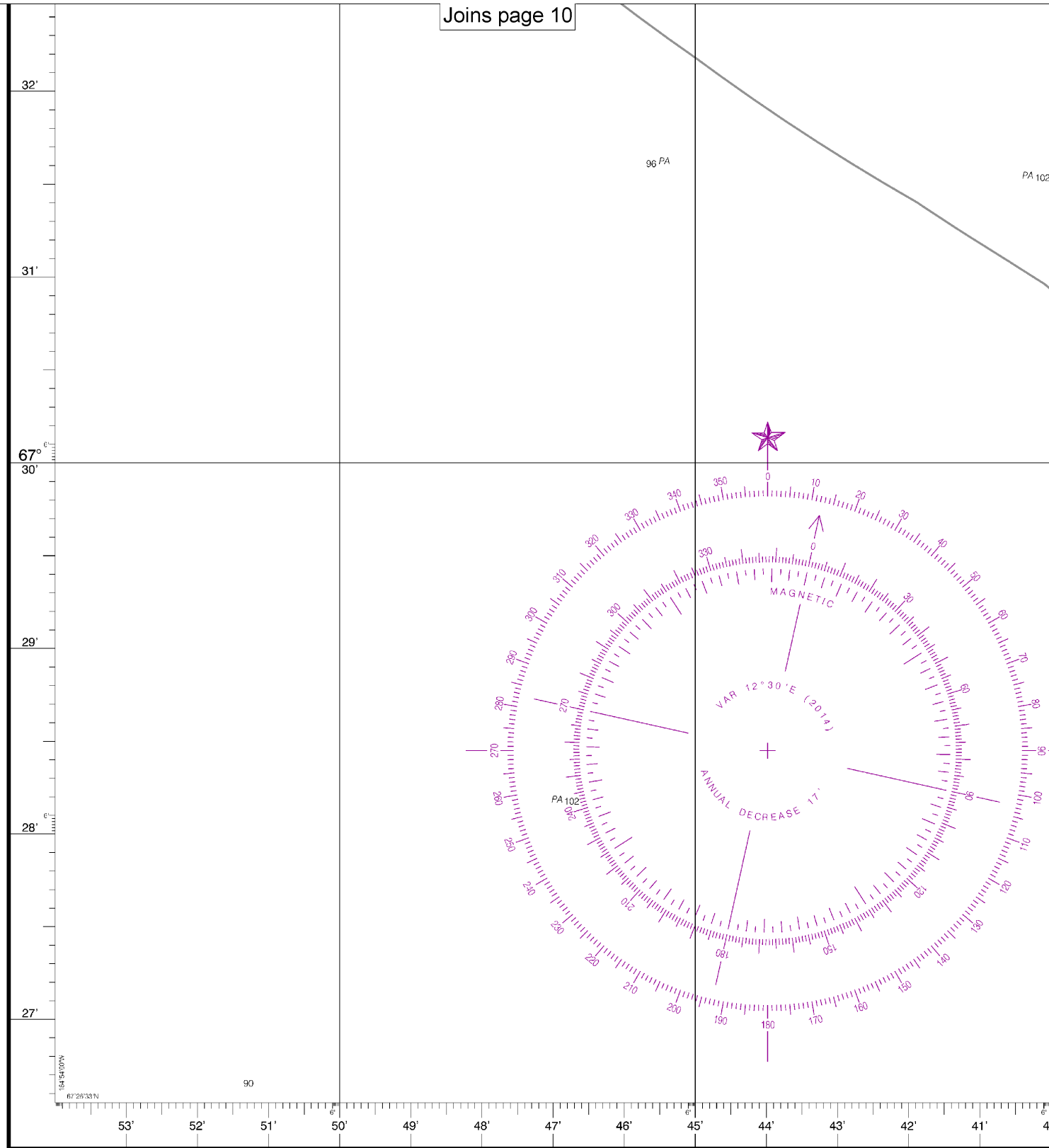
**SOURCE DIAGRAM**  
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.



ING MOUNTAIN  
ERMINAL



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1st Ed., Jul. 2014

16145

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

Last Correction: 7/2/2014. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

P

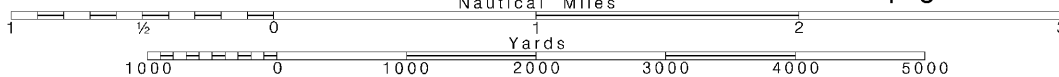
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

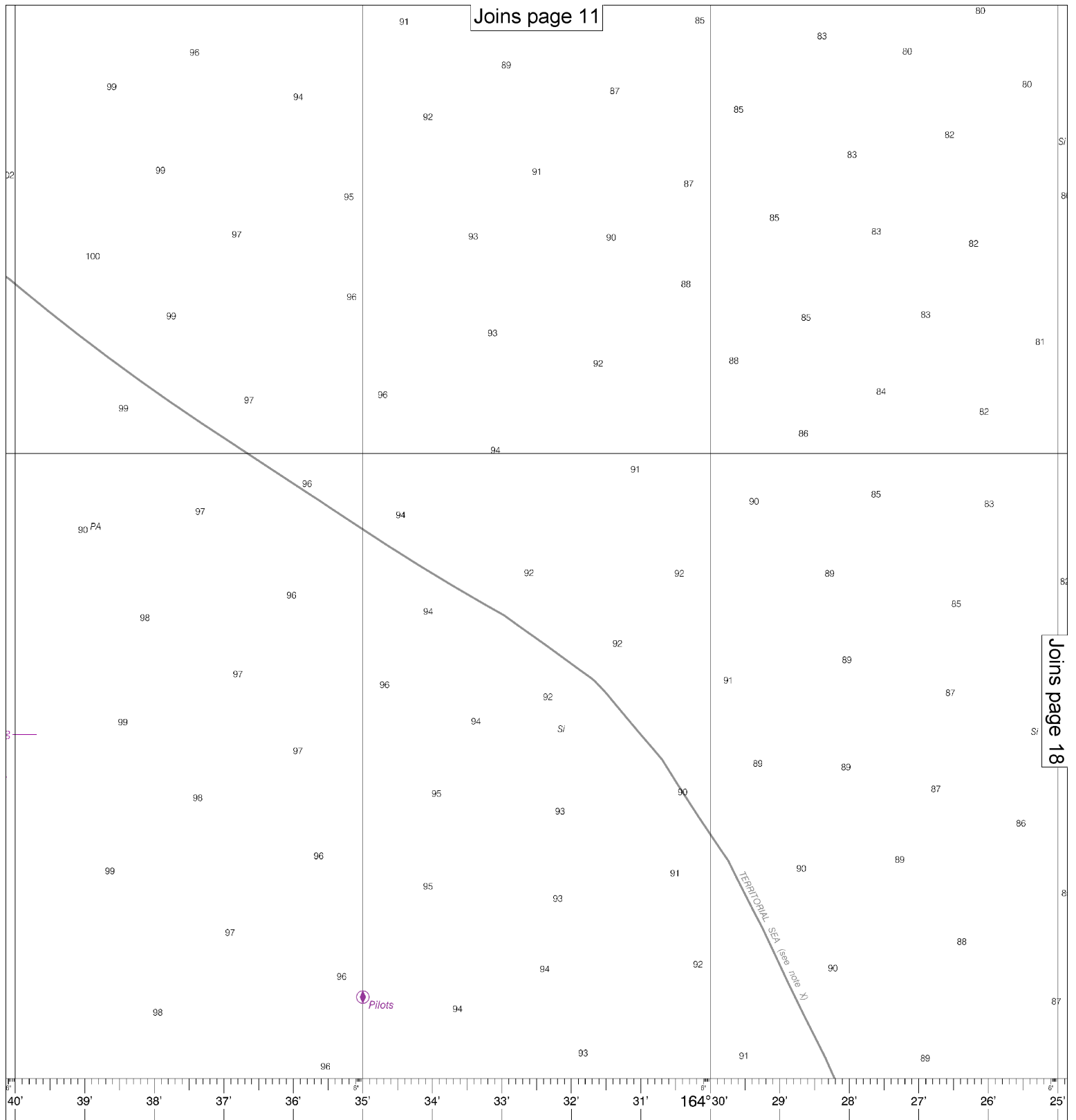
SCALE 1:40,000  
Nautical Miles

See Note on page 5.



Joins page 11

Joins page 18



PRELIMINARY CHART

SOUNDINGS IN FEET

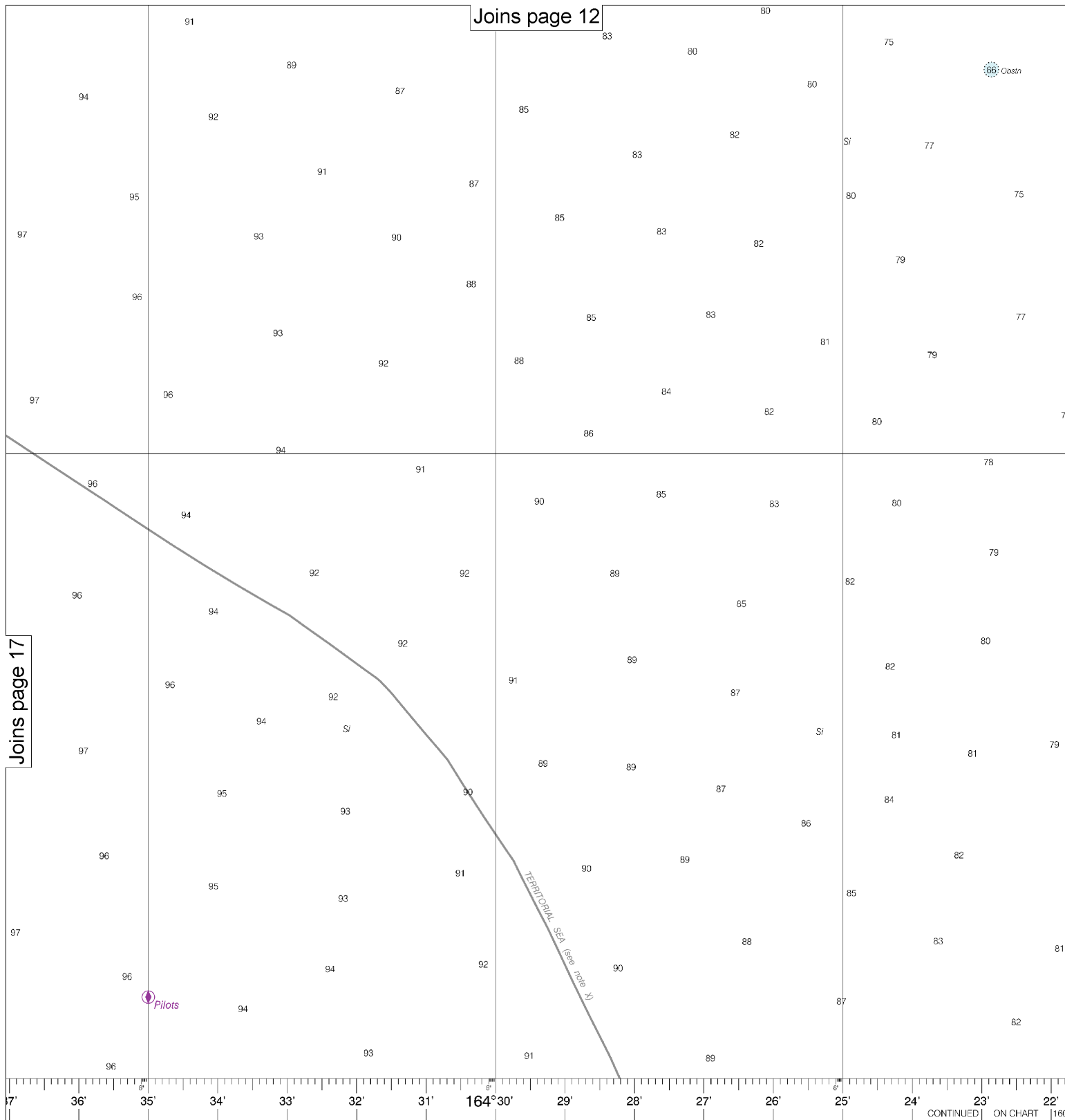


CHART 18 SOUNDINGS IN FEET

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
COAST AND GEODETIC SURVEY

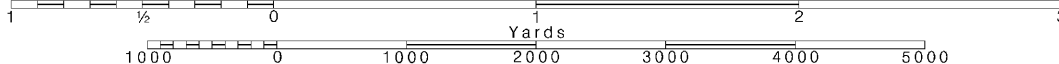
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

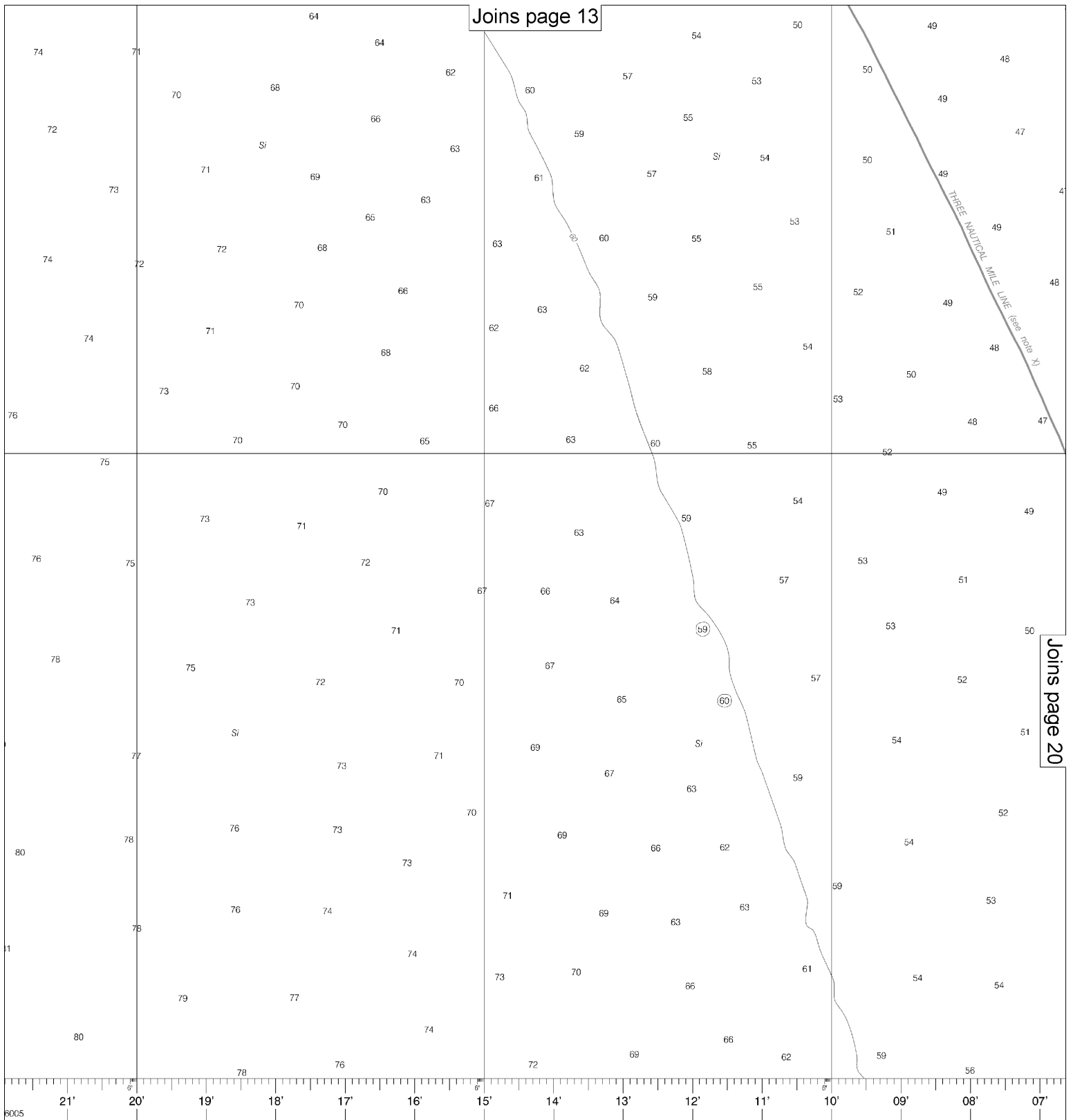
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See Note on page 5.

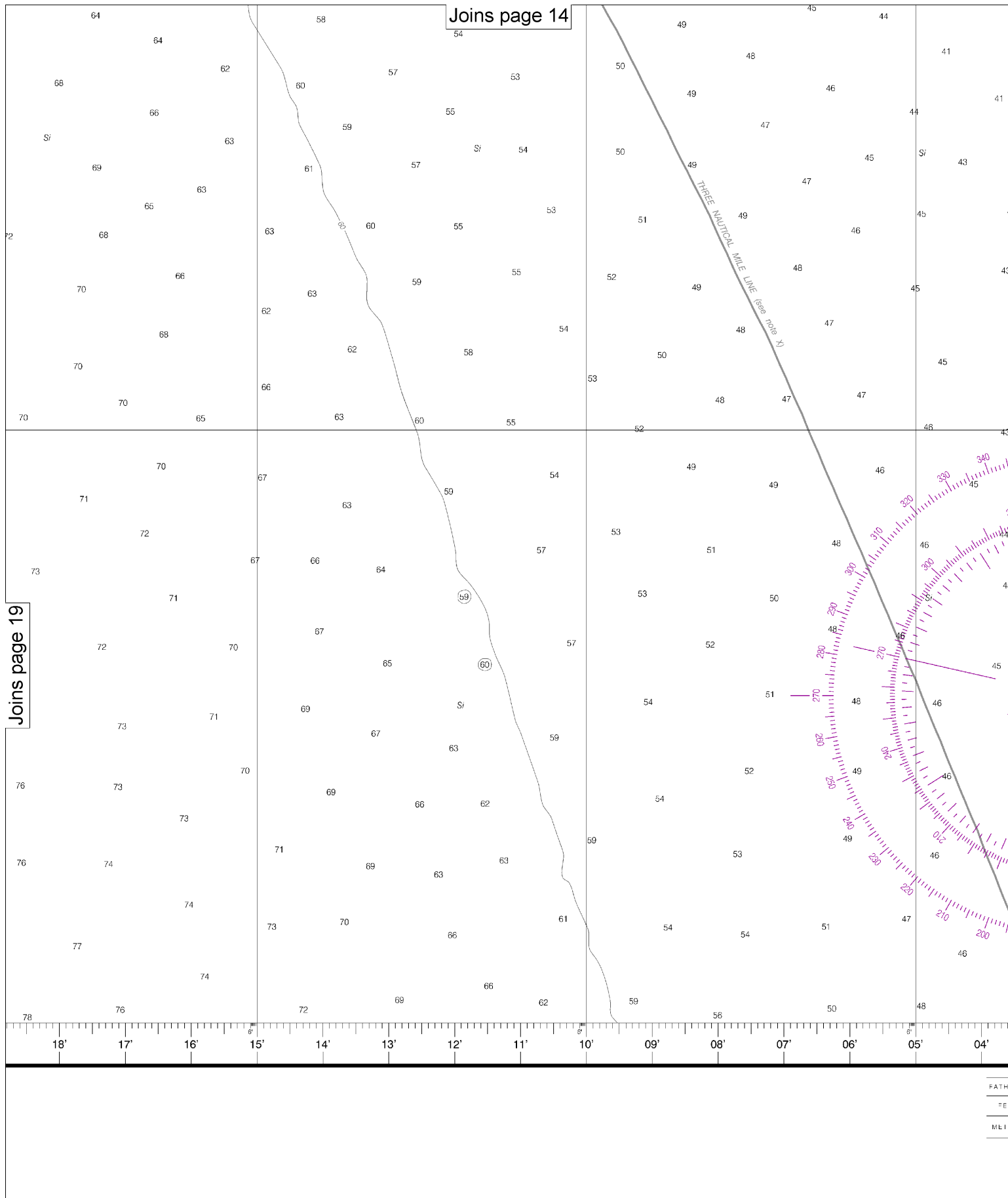


Joins page 13

Joins page 20

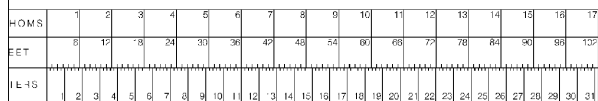


Washington, D.C.  
DEPARTMENT OF COMMERCE  
ATMOSPHERIC ADMINISTRATION  
COAST AND GEODETIC SERVICE  
HYDROGRAPHIC SURVEY



20



[illegible]

16145



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.